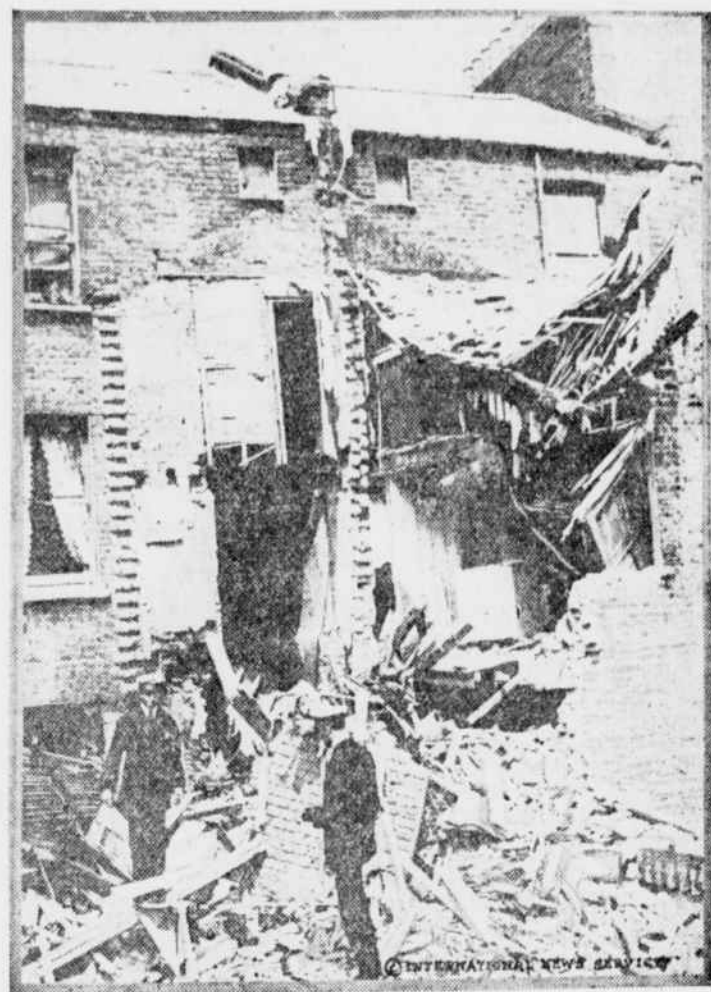


REVOLT PLOTTED  
IN INDIA FOILED  
AT LAST MOMENTArrested Two  
Days Before Date Set  
for Big Rising.GERMAN AGENTS  
HELPED HINDUSSingapore Mutiny Part of At-  
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the new disclosures.Zeppelin Raid on London  
Guided by an Automobile

London house wrecked by a Zeppelin bomb in the first German air raid on the British capital.

First Full Details of Recent Attack Received by The  
Tribune Show Aircraft Had Aid on Land, but  
Failed to Reach Important Points.

Owing to the strict censorship on all messages no detailed account of the recent raid by Zeppelins on London has been cabled. The Tribune has received by mail from its London correspondent the first detailed story of the raid.

London, June 13.—The long expected Zeppelin raid on London occurred last night, probably, in the light of the recent history of the east coast, it would be more correct to say the first of the series of Zeppelin raids on London.

The raid was a surprise, and the first of the series of Zeppelin raids on London. The Zeppelins were seen in the sky at about 10 o'clock, and they were seen to be dropping bombs.

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tion it was hailed by the police four times and ordered to stop, but paid no attention. As it reached near the end of the river, the London River, it was pelted with bricks by residents, but kept on. The London police are not provided with firearms and have no means of making an automobile chase. The London police seemed to have thought to order a cart or motorbus to pull up across the road. All sight of the car seems to have been lost near the Hackney Road.

Guided in this fashion, the raiders found their way to the London River, and the east of London. At this point they were going at full speed, at a height estimated from 7,000 to 9,000 feet, but they dropped a few explosive bombs, none of which seems to have done any harm.

It was just before 11 o'clock when the raiders were seen skirting the metropolitan district of Poplar, and within two or three minutes they were over Whitechapel, in the East End, a district packed with Jews and foreigners of all nationalities. Here the real business of the evening commenced.

The first bombs were dropped in Christian Street. Simultaneously the anti-aircraft guns mounted on the Tower Bridge began to boom.

Within two minutes the district was in an uproar. Thousands of frightened women, shrieking at all languages, rushed into the streets, the majority dragging children with them. Police ran to the spot, fire engines dashed up, and for a few minutes pandemonium seemed to have been let loose.

From Christian Street the raiders turned slightly northwest across Commercial Street. Here an incendiary bomb was dropped in front of the shop of an Italian. It failed to ignite, and was found to consist of tow steeped in petrol.

Root Factory Destroyed.

Still going northwest, the airship passed up Union Street, Whitechapel, and here the first serious damage was done. An incendiary bomb fell on the roof of a large factory belonging to George Parr & Son, and before the fire brigade could get to work it was practically a mass of ashes.

Ten yards from this factory, abutting on the East End, the raiders turned slightly northwest across Commercial Street. Here an incendiary bomb was dropped in front of the shop of an Italian. It failed to ignite, and was found to consist of tow steeped in petrol.

From this point the raiders turned toward Shoreditch. Here again they made a big mistake. Doubtless they meant to go west toward the Bank of England and all the valuable buildings in the city of London, barely a mile away. Instead they went slightly east, across a densely populated district, one containing a number of vulnerable points.

In the High Street, Shoreditch, the raiders caused a commotion. Three bombs hit the Shoreditch Empire, a rudehouse, just as the audience was leaving. Fortunately, no lives were lost. A few doors away an explosive fell through the roof of a baker's shop without exploding. It wrecked all the ceilings and made a hole in the cellar, but none of the occupants were injured. For some distance around the shop or house escaped with scarcely a scratch.

Twelve hours later a recruiting meeting was held at this spot by Lord Kirby, of the 7th London County Council. Just returned from the front. Within half an hour he had nearly 300 recruits.

Turning northeast again, the raiders reached Hoxton. Here a large timber mill was set on fire, several houses were gutted, and a man and his wife were badly injured and a dozen persons were slightly hurt.

From Hoxton the Zeppelins proceeded to Stoke Newington and Stamford Hill, in both places causing considerable damage, but with only five persons reported even slightly injured. They were then well in the north of London at this point, when they headed westward and reached the sea by way of Brentwood and Burnham-on-Crouch.

Raid Without Effect.

The extraordinary lack of effect about the raid is its absolute lack of effect. Apart from the districts actually affected, London remained in entire ignorance, and apart from the sudden panic in Whitechapel, there was a complete absence of excitement. Nine out of ten Londoners knew nothing of the peril in which they had slept until they read the newspapers the next morning. So far as the city is concerned, renewed sporadic attacks on Germans not yet informed seem to have been the sole effect.

So far as it appears to have been made by aeroplanes in London to attack the invaders. The authorities believe that such a course would have brought worse results than the Zeppelin raid. Similarly, with the exception of those in Tower Bridge, none of the anti-aircraft guns were fired, nor were any of the searchlights at work. The only attack on the raiders was made outside London before and after their raid.

According to the official account, ninety bombs were dropped. Of these not more than thirty-five are believed to have had any effect at all. Moreover, in not a single instance was any serious damage done.

Altogether the raid shows two results—first, that in the present darkened condition of London streets it is impossible for Zeppelins to steer accurately toward the points to be attacked; second, that with bombs dropped from the height at which the Zeppelin must travel for safety—about 10,000 feet—the chance of them exploding is only about one in three.

Two Types of Bombs.

The air raiders used two kinds of bombs—one was of incendiary type and the other an explosive filled with shrapnel. They did about equal damage, so far as can be judged, and many of those injured suffered from wounds caused by the explosion of incendiary bombs, and from flying shrapnel.

At the parish church of Whitechapel the rector has in his possession what is probably the best specimen of the incendiary bomb. It is pear-shaped and incendiary, and is 14 inches high, with a wire handle like that attached to a tin bucket. Its casing is of zinc, and is filled with a mixture of petrol and kerosene, and is highly inflammable, and held in place by the wire.

At the top there is a contrivance which, when the bomb is dropped, fastens the wire to the cylindrical corklike affair and the other made only fast enough so that when the bomb strikes an obstacle it will be triggered and setting serving as a sort of trigger and setting device. Through some chemical arrangement to an explosive, which in turn ignites the petrol-soaked hempen cord on the bomb so that the inflammable material inside will ignite.

So far as is known, all the explosive bombs exploded. These bombs are of a much finer variety than their incendiary brethren. They are made of brass, finely turned out, and are polished, but made straight together. They are only determined by looking at fragments. It appears, however, that they, too, are shaped like a pear, standing ten to twelve inches high, and are made of brass. There is one fragment which is plainly part of a small propeller which such bombs have. The propeller is a safety device. When the bomb begins to spin, after a certain number of revolutions the firing pin of the bomb is released, so that when the bomb strikes the explosive it will be triggered and setting device. Through some chemical arrangement to an explosive, which in turn ignites the petrol-soaked hempen cord on the bomb so that the inflammable material inside will ignite.

Guided by Automobile.

The automobile now became the guide. It made no disguise of its intention, but was driven at breakneck speed. According to official information it was hailed by the police four times and ordered to stop, but paid no attention. As it reached near the end of the river, the London River, it was pelted with bricks by residents, but kept on. The London police are not provided with firearms and have no means of making an automobile chase. The London police seemed to have thought to order a cart or motorbus to pull up across the road. All sight of the car seems to have been lost near the Hackney Road.

## Saks &amp; Company

Broadway at 34th Street

Specialists in Apparel for Men, Women and Children.

Saks Skeleton Suits  
for Men, \$30 to \$40

Two things are responsible for the perfection of a Saks skeleton garment—what we have taken out and what we have put in—what is removed and what remains.

We have reduced the lining to a mere fraction, but we have so tailored the fabric that the hang of the garment will never lose its original snap and vitality.

The interior seams are silk-piped, the pockets are plain patch or silk-bellowsed, and there is a flowering of artistic talent at collar, cuff and lapel.

Also, these skeleton suits are made of the lightest weight fabrics, of both home and foreign manufacture, which figuratively puts on the electric fan at full speed!

Candidly, there are no clothes like them—none so light, none so cool, none which so admirably combine the seasonal needs of Summer with the eternal need of Style.

Beginning today a remarkable

## Sale of Men's Shoes

novelty and staple styles  
both high and low cut

at \$3.95

our regular stock shoes  
reduced from \$5.00 and \$6.00

These very special offerings today in

## Pajamas for Men

Crepe, madras or fine mercerized fabrics; white, plain colors or fancy stripes, silk braid or frogs. Very special at \$1.00

A rare collection of fine woven madras and mercerized fabrics, plain colors or fancy colored stripes. Very special at \$1.35

Imported woven fancy stripe crepes, also mulls and the finest mercerized cloths. Exclusive designs and colorings. Very special at \$1.65

Exquisite silk mixtures, plain white, blue, tan, pink or helio, also a splendid assortment of fancy silk stripe fabrics. Very special at \$2.15

Today, a timely special sale of

## Men's Sample Straw Hats

Special at \$1.65

mostly the standard \$3.00 and \$4.00 grades;  
a few regular \$2.00 Hats

An assemblage of the complete sample lines of Cinelli & Sons of Italy, makers of extremely fine sennits, both fine and roughbraided, split straws, milans and leghorns. About 500 in the lot.

Today an exceptional sale of

## Men's Athletic Underwear, 55c

3000 High-grade Shirts and Drawers

Fine, white, high-count fabrics, plain white, checked, striped or figured. Sleeveless Shirts, knee-length Drawers.

## Men's Silk-and-cotton Shirts

and Drawers, very special at \$1.10

White grounds with self or neat hairline colored stripes. A fine assortment of patterns.

Union Suits of the same fabrics, \$1.95

HOUSE OF COMMONS  
CASUALTIES NOW 13

Gladstone and O'Neill Killed,  
Nine Others Wounded and  
Two Prisoners of War.

London, June 2.—Casualties among the members of the House of Commons serving at the front have now reached a total of thirteen. Two of the men were killed, nine wounded and two are prisoners of war.

The two members killed were William G. Gladstone, a grandson of the famous Gladstone, and Charles O'Neill, Representative for Armagh South.

Those wounded are the Honorable Aubrey Herbert, son of the Earl of Carnarvon; the Honorable Edward Alington Fitzroy, son of Baron Southampton; Captain George J. Sandys, Captain Duncan F. Campbell, son of the late Archibald Campbell, of Toronto; Joseph C. Wedgwood, a well known Liberal and single taxer; Major Martin Archer-Shee, who married the French actress, her detention and the ship was released in the following month. On March 2 last the *Platania*, while bound for Malmö, Sweden, was taken into Kirkwall by a British warship and detained pending an investigation into the character of her cargo.

AMERICAN TANKER  
AGAIN HELD UP

British Seize Standard Oil  
Steamer *Platania* for the  
Third Time.

London, June 13.—The Standard Oil Company tank steamship *Platania*, from New York May 25 for Oskarshamn, Sweden, again is in the hands of the British Admiralty, having been seized and taken to Kirkwall, Scotland. The tanker carries a cargo of oil for Scandinavian ports.

This is the third time the *Platania* has been detained by the British naval authorities. The *Platania* was formerly the German steamship *Diamant*, but she now sails under American registry. In October, 1914, while on her way from New York to Aarhus with a cargo of illuminating oil, the *Platania* was seized by British warships off the coast of Scotland and taken into Stormorway. The United States protested against her detention and the ship was released in the following month. On March 2 last the *Platania*, while bound for Malmö, Sweden, was taken into Kirkwall by a British warship and detained pending an investigation into the character of her cargo.

Our Summer suits at revised prices typify minimum cost plus maximum comfort, refined appearance and lasting satisfaction.

\$5.00 to \$8.00 less than regular prices represent the saving on 2,000 men's mixture sack suits.

Reduced to  
**\$25**

**BROKAW BROTHERS**  
Astor Place & Fourth Avenue  
Subway Station at Door